

## SAILORS VERY SCARCE

Vessels Come from Southern Ports With Short Crews.

## MEN DESERTING SHIPS

Captain Manning, of Steamer Wilhelmina, Reports That Seamen Are Hard to Get at South Atlantic Ports—News of the Shipping.

Captain Manning, of the British steamer Queen Wilhelmina, which came into port early yesterday afternoon from Charleston, S. C., to load fuel coal, reports that seamen are very scarce at Southern ports and that a number of vessels at Charleston, S. C., and other ports along the South Atlantic seaboard are short of men. Four men deserted the Queen Wilhelmina at Charleston and when the vessel arrived here she was short that number of men. They were supplied by a local seamen's agent.

For some time now reports have been coming from the South that a number of seamen have been deserting foreign steamers at the Southern ports and that it has been almost impossible for the shippers to replace them at those ports. Only recently Captain J. E. Williams, local immigration inspector, and inspectors from the Norfolk immigration office went to Charleston to investigate those reports. They found three of the four men who deserted the Queen Wilhelmina working in a gas plant at Charleston. The men had good jobs, successfully passed the examination for entry into this country as immigrants and could not be deported. Captain Manning says that what few seamen are to be hired at the Southern ports demand a very high wage scale and if they are to ship to a port in Europe they demand transportation from that port to the British Isles.

## SHIPPING REPORT.

Thursday, October 27, 1910.

## Arrived.

Steamer Queen Wilhelmina (Br.), Manning, Charleston—to White Oak Coal Company for bunker coal. Steamer Malden, Smith, Boston—to New River Consolidated Coal Company in ballast. Schooner Dorothy Palmer, Harding, Boston—to Smokeless Fuel Company in ballast.

## Cleared.

Steamer Queen Wilhelmina (Br.), Manning, Bremen and Aalborg—Furness, Withy & Company, Ltd.

## Sailed.

Steamers Maartensdyk (Dutch), Hoeksma, Norfolk and Rotterdam; Hannibal (U. S. naval collier), Keen, Lewes Del. Barges R. R. Thomas for Providence; Francis S. Hampshire for Providence (and anchored in lower harbor).

## Calendar for Today.

Sun rises ..... 6:25 a. m.  
Sun sets ..... 5:13 p. m.  
High water ..... 6:32 a. m., 6:56 p. m.  
Low water ..... 12:51 p. m.

## Weather at Cape Henry.

CAPE HENRY, VA., Oct. 27.—Clear, wind southwest, twenty miles, smooth sea.

## Southwest Storm Warning.

Collector of Customs J. E. B. Stuart yesterday afternoon received a warning of a southwest storm from the weather bureau at Washington, D. C. Storm signals were displayed at the Casino station and as the result few vessels got out of port. The storm was scheduled to sweep the coast of the Carolinas and Virginia last night and was expected to be of great intensity.

## Gale Interferes With Shipping.

One of the strongest southwest gales of the fall season swept over this harbor yesterday and kicked up a rather heavy sea in the harbor. The wind and waves interfered with shipping to a considerable extent and the American steamer Malden, which arrived yesterday morning from Boston, was delayed several hours in docking at Chesapeake & Ohio pier No. 12. It was too rough for launches to venture out from the shelter of the breakwater and the captain of the British steamer Queen Wilhelmina, which arrived for bunker coal, had to be brought ashore on a tug. The small boats in the harbor suffered to some extent in the gale, a few of them being beached by wind and waves.

## Reports Rough Voyage.

Captain Hewitt, of the sea-going tug Concord, which arrived here yesterday, reports a rough voyage down the Atlantic coast. The tug brought a tow of barges to the Roads and she had a hard time of it throughout the run down from New England. The skipper declares that it required four hours for his vessel to steam from the Cape Charles Lightship to Cape Henry, a distance of only a few miles. The tug and barges weathered the storm well and escaped damage.

## Collier Completes Cargo.

Having finished loading a cargo of 2,000 tons of coal at the local docks, the United States naval collier Hannibal, Captain Keen, dropped anchor in the harbor to await clear weather before putting to sea for Lewes, Del., where she is to discharge the cargo.

## Encountered Head Winds.

Ten days out from Boston, Mass., the schooner Dorothy Palmer came into port yesterday to load a cargo of coal. The vessel encountered

head winds throughout the run down the coast and was delayed several days on her voyage.

## MILITARY BOARD TO MEET.

Field Artillery Asks for An Increased Appropriation. RICHMOND, VA., Oct. 27.—The state military board has been called to meet in the governor's office next Saturday night to make the appropriation of military funds to the artillery branch of the service. It has been the constant contention of the field artillery officers of the state since the increased appropriations from the war department and the larger amount of state funds placed at the disposal of the military that more money should be given them. Care of guns and caissons and other artillery equipment involves large expense, and it is claimed that the present appropriation is insufficient.

## Boys Held On Serious Charge.

NORFOLK, Oct. 27.—Leon Tatum, J. E. Etheridge and Oscar Etheridge, young men ranging from 18 to 21 years old, were today in the Norfolk county jail in Portsmouth charged with attacking Minnie Stephenson, employed by Mrs. R. A. Kidd, of Chestfield Heights. The defendants were given a hearing before Justice Carmoline, in Huntersville, last night and sent on to the grand jury.

## T. R. ASSAILS DIX ON HIS LABOR RECORD

Colonel More Severe on Democratic Nominee for Governor Than Ever.

UTICA, N. Y., Oct. 27.—Theodore Roosevelt spent his fifty-second birthday in the thick of the fight for the Republican state ticket. It was a rainy, dreary day and Colonel Roosevelt had no time to celebrate. He continued his attacks on John A. Dix, Democratic nominee for governor, whom he assailed in his speech here tonight more severely than ever. The colonel also criticized Winfield A. Huppuch, chairman of the Democratic state committee, saying that he was a man who should not be trusted. Colonel Roosevelt was welcomed everywhere by large crowds.

He spoke at Fondra, Johnstown, Gloversville, Amsterdam and Little Falls during the day, returning here and made two speeches tonight.

On Mr. Dix's labor record Colonel Roosevelt said:

"Last Sunday there appeared in the New York American an address written by Mr. Hearst and read by Mr. Shearn in which it was definitely admitted that Mr. Dix and his partners employed hundreds of men in paper mills; that their men worked 12 hours a day for \$1.65 and that when the other paper mills of the country had given their men an eight hour day and raised their wages to over \$2, that Mr. Dix, as a concession, raised the wages of the men ten cents a day and provided, as an offset, that they should work 12 hours a day for five days in the week and 12 hours a day on the sixth. Mr. Dix has not denied these statements. Unless they were true he would have denied them the minutes they were made."

Colonel Roosevelt enumerated the bills benefitting workmen passed during his term as governor of New York and as President, and said that Henry L. Stimson, Republican nominee for governor, stood for the continuation of this work.

## TRAVELING SALESMEN ARRESTED IN RICHMOND

Two Commercial Men Are Charged With Passing Worthless Checks. Held at Police Station.

RICHMOND, VA., Oct. 27.—T. N. Pitcher, a traveling salesman known to many of the merchants of Richmond, and J. M. How, who claims the same profession, were arrested in a room in Murphy's Hotel at 1 o'clock this afternoon by Detectives Wiltshire and Palmer on the charge of being suspicious characters and suspected of having passed worthless checks.

At the time of the arrest the two men were in the company of a woman, who was registered at the hotel under the name of Mrs. Pitcher. She was not arrested, and the police decline to give out any information whatever concerning her.

Pitcher this morning went to H. C. Roschen's shoe store, at 597 East Broad street, made some purchases and presented a check for \$50. The check was drawn on the Chapman National Bank of Portland, Me., and was signed by J. M. How. Pitcher was given \$37.50 in change at this place. Mr. Roschen not hesitating to cash the check, as he has known Pitcher as a traveling salesman visiting Richmond for several years.

Mr. Roschen took his check to the Planters' Bank and requested the bank to investigate. The bank did so by telegraph, and shortly reported to Mr. Roschen that the Portland bank advised that J. M. How had no account with the bank at this time, indicating that he had at sometime had an account there.

At police headquarters How assumed all responsibility and urged the police to release his friend Pitcher. "I did all of this and Pitcher knew nothing whatever about it," said How. "He was simply my tool." Both men claimed to be traveling for R. F. Brown & Co., of Boston, manufacturers of shoe polish. A telegram to that firm brought a reply to the effect that Pitcher is not now employed by the firm and that How is not known there. Both men are being held at the first police station.

Just try G. B. S. Special.

## WANT WEATHER STATION

Chamber of Commerce Will be Asked to Act.

## OF BENEFIT TO SHIPPING

Agents Here Claim This Port Is As Much Entitled to Station as Charleston and Norfolk—Want Government to Furnish Report.

A movement looking toward the establishment of a weather bureau station in this city by the United States weather bureau was launched yesterday and the Chamber of Commerce, at its next regular meeting, will be asked to take the matter up with the department of agriculture. The local shipping interests will do everything possible to aid the chamber in landing the station for this port, as such a station will be of great value to shipping.

Newport News is one of the very few ports on the Atlantic coast which has no weather station, and the effort started yesterday is the first ever made to secure a station here. Norfolk, Charleston, S. C., and all of the larger ports have such stations and the shipping men here believe that no difficulty will be experienced in getting the government to establish a station here.

## Of Benefit to Shipping.

With a well equipped station here such as that at Norfolk outbound shipping can be fully advised as to conditions of the weather at different points along the coast and when and where storms are likely to strike. At this time such information is not obtainable here and Norfolk is the nearest station from which it can be secured. A signal station is maintained at the Casino and storm signals warning shipping of approaching storms are displayed at that station. However, these signals do not give the sea captains any information as to where the storm is centered, what part of the coast it is to strike and just what time it is expected.

Warnings of storms are sent here in advance by the weather bureau at Washington, but it is not given out to the shipping agents and shipping captains. If the warning is received in the morning, it is displayed at the custom house and can be seen there, but only a few of the ship captains visit the custom house. If the warning is received late in the afternoon there is no way of advising the shipping of the approach of the storm except through signals at the Casino signal station.

Newport News Entitled To It. This port does more shipping business than Charleston, S. C., and that port has a well equipped station. This port also handles nearly as much shipping as the port of Norfolk and shipping men say that it is just as necessary to have a station here as it is to have one in the city across the Roads. The cost of the maintenance of the station is comparatively small and those in a position to know whereof they speak say that the end will justify the means in this case.

Another matter in which local shipping men are deeply interested is the laying of a government cable from Norfolk to this city so that the local agents can receive reports of the vessels passing in and out of the Virginia Capes. The government has a private wire from Cape Henry to Norfolk and the government observer at Cape Henry keeps the Norfolk shipping agents advised of all ships that pass in the Capes during the day. This information is absolutely necessary to the agents and the shipping men here have to get it from Norfolk by telephone. The cost to the agents each month aggregates something like \$200.

Information Is Necessary. Since the government furnishes this information to the Norfolk agents free of all charge by means of a special telegraph and telephone wire, the shipping interests of this city feel that the same courtesy should be extended them by the government, as the information is just as necessary to the local agents as it is to the Norfolk agents. This matter also will be taken up by the Chamber of Commerce and a strong effort will be made to get the government to put in a cable from Norfolk to this city so that the reports from Cape Henry may be sent here free of charge.

## ENTICED GIRLS FROM HOME.

White Slave Cases In Charlotte, N. C., Are Continued. (By Associated Press) CHARLOTTE, N. C., Oct. 27.—Before a United States commissioner here, cases were continued until November 7 against J. W. Napier, Charles Quarster, and Charlie Randolph, white men traveling with a carnival attraction, charging violation of the federal white slave law in enticing from their homes in Baltimore, Maryland and Marie Von Newendorf, girl is connected with a prominent Baltimore family. The defense admitted today that the girls were enticed from their homes by advertisements cleverly worded.

## World's Fair Defeated.

(By Associated Press) NEW YORK, Oct. 27.—The proposal made some months ago that New York hold a world's fair in 1913, to celebrate the three hundredth anniversary of the founding of Manhattan Island, was rejected on the ground of inexpediency, at a meeting today of the committee of 100 appointed by Mayor Gaynor to look into the matter.

Just try G. B. S. Special.

## WILL PRESENT CUP TO THE ROE TOMORROW

Torpedo Boat, Built at Newport News, Arrives at Washington to Receive Gift.

(By Associated Press) WASHINGTON, D. C., Oct. 27.—The torpedo boat destroyer Roe, constructed by the Newport News Shipbuilding and Dry Dock Company, and now in commission, arrived at the Washington navy yard today from Hampton Roads. The vessel was ordered to this city for the purpose of receiving a handsome silver cup donated by Mrs. Henry C. Payne, of Milwaukee, Wis., wife of the late former Postmaster General Payne. Mrs. Payne is a relative of Commodore Roe, of Civil war fame, in whose honor the vessel was named. It has been arranged that the presentation shall take place Saturday on board the ship. The cup will be accepted on behalf of the ship's company by Lieut. C. H. Woodward, commanding the Roe.

## MORE INDICTMENTS RETURNED IN NORFOLK

Grand Jury Ends the Investigation of Election Frauds in Second District.

NORFOLK, VA., October 27.—The grand jury investigating alleged frauds in the Democratic congressional primary of August 23, today returned fourteen additional indictments against Edward Wilcox, James T. Hannan and Frank Kellinger, judges in the Norfolk Courthouse precinct, for "willful neglect of duty and corrupt conduct in an election."

The jury announcing nothing further before it, was adjourned finally. The question as to whether the indictments will hold under the "questioned" statute legalizing all primary elections in Virginia will be disposed of Monday. Messrs. Hannan, Kellinger and Wilcox surrendering themselves in court were each released on bail in the sum of \$200.

## FROSTS PREDICTED FOR THIS MORNING

Weather Bureau Announces Cold Wave Approaching to Sweep the Entire South.

WASHINGTON, D. C., Oct. 27.—Killing frosts are predicted by the weather bureau for tomorrow morning throughout the eastern section of the South, and almost as far south as the Gulf of Mexico.

The frosts, accompanied by the first well marked cold wave of the present season, influenced by a low high area of great magnitude which today covered the West, with its center in the Rocky Mountain region. Over the Plains states and Central valleys the cold wave swept down today and was moving rapidly eastward. As the wave moves eastward from the Central states the weather in the Atlantic states will clear as the temperature falls.

Conditions generally prompted the weather bureau to order storm warnings displayed on the Great Lakes, along the Atlantic coast from Jacksonville, Fla., to Eastport, Me.; the Gulf coast from Tampa, Fla., to Brownsville, Tex., and at Taltoos Island, Washn.

Big Fire in Victoria, B. C. VICTORIA, B. C., Oct. 27.—After burning fourteen hours in the business quarter of Victoria and destroying many of the finest blocks at a loss of \$1,000,000, a stubborn fire was extinguished today.

Just try G. B. S. Special.



While rebuilding goes on our best teas goes on too; but we must have more room, so we have decided to sell all our high grade wines and liquors at a great reduction. These goods are all our high priced regular stock. Don't take our word for it, just look at the prices. They will convince you. Sherry wine, per quart ..... 15c Port, per quart ..... 15c Black Berry wine, quart ..... 15c Sweet Catawba, per quart ..... 15c Whiskies per quart: Horse Shoe ..... 85c Old Taylor ..... 85c Oscar Pepper ..... 85c Hunter ..... 85c Green River ..... 85c Bottled Beer, .40c and 50c per dozen. All 10c whiskey. .... 50c per drink. I. W. Harper, Glad Hand, Maryland Club, Monticello all straight whiskey

N. Leonard PHOEBUS, VA.

DR. H. H. ADAIR VETERINARY SURGEON

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The Rayo is designed to give the best light, and it does.

It has a strong, durable shade-holder that is held firm and true. A new burner gives added strength. Made of solid brass and finished in nickel. Easy to keep polished. The Rayo is low priced, but no other lamp gives a better light at any price.

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## TRANSPORTATION GUIDE.

### CHESAPEAKE & OHIO RY.

Fast Trains to Richmond and the West.

Leave Newport News 10:05 a. m., and 6:05 p. m. daily.

Local Trains to Richmond 6:00 a. m.; 6:20 p. m. daily.

Trains arrive Newport News 10:00 a. m., 10:30 a. m., 6:30 p. m. and 7:20 p. m.

Steamer Service for Norfolk. Leave Newport News 10:35 a. m. and 5:35 p. m. daily.

## Old Dominion Line

### Daily Service

FOR NEW YORK.

Steamer leaves Norfolk, (foot of Church st.) 7:00 p. m. daily except Sunday for New York direct.

### JAMES RIVER NIGHT LINE

STEAMER FOR RICHMOND, VA. Leaves Pier "A" 8:30 every evening, passengers only. Stop at Claremont to land or receive passengers on signal.

VIRGINIA NAVIGATION COMPANY. James River Day Line to Richmond and all James River landings. Steamer leaves Newport News Tuesdays, Thursdays and Saturdays at 8:45 a. m. for Richmond. Leaves Newport News Monday, Wednesday and Friday at 5 p. m. for Norfolk and Old Point.

"SMITHFIELD" leaves Pier "A" daily except Sunday 9:15 a. m. for Norfolk and 4:30 p. m. Mondays, Tuesdays, Thursdays and Fridays and 5:35 p. m. Wednesdays and Saturdays for Smithfield. Ocracoke leaves pier "A" daily except Sunday, 9 a. m. for Smithfield and 2 p. m. for Norfolk. All freight received and delivered at Pier A, foot of Twenty-fifth street.

H. C. PARKER, Acting Agent, Newport News.

## Time Table of Express Service Between Newport News & Norfolk

## Norfolk & Atlantic Terminal Co.

In Effect Thursday, Sept. 29, 1910. Subject to Change Without Notice.

### LEAVE SHIPYARD—

5:50 a. m., daily except Sunday; 7:00 a. m., daily except Sunday; 8:20 a. m., daily; 9:35 a. m.; 11:35 a. m.; 12:50 p. m.; 2:40 p. m.; 3:50 p. m.; 5:05 p. m.; 6:20 p. m.; 9:35 p. m. Sundays only.

### LEAVE NORFOLK—

7:20 a. m., Daily Except Sunday; 8:45 a. m.; daily; 10:00 a. m.; 12:00 noon; 1:15 p. m.; 3:00 p. m.; 4:15 p. m.; 5:30 p. m.; 6:45 p. m.; 10:00 p. m., Sundays only.

## The Norfolk & Washington Steamboat Co.

(Schedule Effective Nov. 1, 1908.) The New and Powerful Iron Palace Steamers SOUTHLAND and NEWPORT NEWS will leave daily as follows:

	Northbound.	Southbound.
Lv. Portsmouth	5:00 p. m.	
Lv. Norfolk	6:00 p. m.	
Lv. Old Point	7:00 p. m.	
Ar. Washington	7:00 a. m.	
Lv. Wash., B. & O. Ry.	9:00 a. m.	
Ar. Phil., B. & O. Ry.	11:50 a. m.	
Ar. N. Y., B. & O. Ry.	2:10 p. m.	
Lv. Wash., Penn. Ry.	7:20 a. m.	
Ar. N. Y., Penn. Ry.	11:15 a. m.	
Lv. Wash., Penn. Ry.	8:00 a. m.	
Ar. N. Y., Penn. Ry.	10:40 a. m.	
Lv. N. Y., B. & O. Ry.	11:50 a. m.	
Lv. Phila., B. & O. Ry.	2:17 p. m.	
Ar. Wash., B. & O. Ry.	5:20 p. m.	
Lv. N. Y., Penn. Ry.	12:55 p. m.	
Ar. Wash., Penn. Ry.	6:15 p. m.	
Ar. Wash., Penn. Ry.	6:22 p. m.	
Lv. Phila., Penn. Ry.	3:20 p. m.	
Ar. Wash., Penn. Ry.	6:22 p. m.	
Lv. Washington	6:45 p. m.	
Ar. Old Point Comfort	7:00 a. m.	
Ar. Norfolk	8:00 a. m.	

\*Daily. \*\*Daily except Sunday. †Sunday only. For information apply to J. N. SMITH, Agent, Union Ticket Office, Chamberlin Hotel, Old Point, Virginia. F. M. PRITCHARD, Gen. Agent, JNO. L. WILLIAMS, City Pass. Agent, corner Granby and Plume streets, Norfolk, Va.

## M. & M. Transportation Co. STEAMSHIP LINES.

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## PHILLIPS LINE.

Fast steamer POKONOKET leaves Pier A every Monday, Wednesday and Friday, 7:45 a. m. for Petersburg and James River landings. Every Tuesday, Thursday and Saturday for Norfolk at 3:20 p. m. Freight and passengers solicited. M. CHRISTIAN, Agent.